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[a251]

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[a25]

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[a319]

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Hongkong, 1st January, 1913. [145]

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Hongkong, 4th December, 1907. [a34]

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Hongkong, 31st July 1907. [576]



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## DEATH.

MILNE.—On March 14, at the Isolation Hospital, Shanghai, JOHN MILNE, China Merchants' Steam Navigation Co., aged 53 years.

HONGKONG OFFICE: 10A, DES VOGES ROAD C.  
LONDON OFFICE: 181, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, MARCH 19TH, 1913.

We have heard so much in recent years about profit-sharing and co-partnership as a cure for the labour unrest which is constantly disturbing the industrial world that special interest attaches to a report recently issued by the Labour Department of the Board of Trade relating to Profit Sharing and Co-partnership in the United Kingdom. It deals with 133 schemes now known to be in operation, these being the survivors of 299 profit-sharing arrangements started in the United Kingdom up to the present year. Eighty-one schemes have been started since 1900. The report adopts the definition of profit-sharing formulated by the International Co-operative Congress of 1897—namely, that it involves an agreement between an employer and his workpeople under which the latter receive, in addition to their wages, a share, fixed beforehand, in the profits of the undertaking. Profit-sharing thus does not include cases where a grant or bonus is made at the discretion of the employer and not upon any prearranged basis. Labour co-partnership is an extension of profit-sharing, enabling the worker to accumulate his share of profit in the capital of the business, so that he gains the rights and responsibilities of a shareholder. A still further stage is found in some

co-partnership schemes where the workers have a direct share in the management as in the profits and are represented among the directors. The duration of the schemes is shown to have varied from one year to forty-one, the average duration being about eight years. More than a third of the total come to an end before the fourth year and more than half before the seventh year of the experiment. The causes operating to bring the experiments to a close are classified in the Report, and the conclusion is drawn that in 92 out of 155 cases the discontinuance of profit-sharing was due to various circumstances, none of which can well be attributed to the operation of the system. The number of cases in which profit-sharing was abandoned on the ground that the system had failed in producing the results hoped for is shown to be 63, or about two-fifths of the whole. A large number of failures seem to have occurred in the various attempts made to give the worker a share of the profits. Gas companies account for 33 out of the 133 existing schemes, but it would be probably unsafe, the Report states, to deduce from their experience any general principles applicable to commercial undertakings of an ordinary character. The 133 businesses now being worked on the profit-sharing principle employ 106,139, which represents but a very small percentage of the labour employed in the Kingdom, as may be gathered from the fact that in the 650 strikes which occurred in the first nine months of last year no fewer than 1,386,978 employees were involved. Detailed tables are given in the Report under notice showing the proportionate addition to wages by the profit-sharing bonus. The total number of participants in the various schemes rose from 11,816 in 1901 to 51,443 in 1911, and the average ratio of bonus varied from 4.5 per cent. in 1908 to 7.1 in 1906, the average for the 10 years being 5.5. The schemes show great diversity as regards the form of the bonus. In about three-fifths of the schemes it is paid in cash; in others it is partly paid in cash and the remainder paid to a provident fund. A more common type of the newer schemes (especially the gasworks schemes) is that in which the bonus is retained for investment in the business. The Report gives a detailed account of schemes of various types. These include the well-known system of participation in profits in force with the firm of Messrs. LEVER, the soap manufacturers; a system in which the right to participate in profits is made contingent upon the employee's investing money, taking the form of a rate of interest on the deposits varying with the profits of the business, such as has been introduced into the woolen manufacturing business of Messrs. Fox Brothers & Co., Wellington; and the system under which 2,788 employees of Sir W. G. Armstrong, Whitworth & Co., of Newcastle and Manchester, held £24,431 on deposit in the business of the Company in December last at an interest of 4 per cent., plus an average bonus of 2.6 per cent., the deposits being deductions of not less than 1s. and not more than £1 of each man's weekly wage. Still another type of scheme is that in which the employees hold shares, while under the Limited Partnerships Act, 1907, a body of employees can acquire an interest in a business, but with no rights of interference in the management. Under one scheme of this description the agreement provides that after paying salaries to the general partners, depreciation, and interest on capital at 5 per cent., the remaining profit shall go to form a profit-sharing fund, until 1s. in the pound shall have been paid on wages, and after that a reserve fund. Another form of profit-sharing is that under which the employees may acquire a share in the capital by investing in shares, to be held by trustees on behalf of the workpeople, of a stated proportion of the bonuses payable under the scheme. With regard to the question generally of a share in the control of the business as well as in the profits, the Report states that as a rule (but with some important exceptions) the shares owned by employees give them the ordinary voting powers, and as time goes on and their holdings increase their voting strength should in due course be augmented. At present the proportion of the total number of votes belonging to the employees reaches or exceeds 5 per cent. in only a few cases, and is in nearly all cases a quite insignificant percentage. The employees are represented on the board of directors in nine schemes. There exist, however, under a very large number of schemes joint committees representing employers and employed with functions of a consultative nature. The public are left to draw their own deductions from the valuable information the Report affords on the schemes now in existence. It is obvious that a wide extension of the co-partnership system, whereby the workman, in addition to obtaining a financial interest above his weekly wage, obtains an insight into the multifarious

details of trading, whether private, municipal or national, which in the ordinary way he cannot appreciate, would tend to give a country immunity from trade disputes. While the statistics go to show that increased attention has been paid to this solution of the strike problem in Great Britain in recent years, it is shown to be as yet a comparatively unimportant factor in the general situation, and the large proportion of failures does not serve to encourage any sudden extension of the system, sound though the principle undoubtedly is in theory. Mr. Asquith last year announced his intention to introduce legislation on the labour unrest in the Parliamentary Session of 1913. No mention, however, was made of this in the King's Speech, perhaps because it is a thorny subject which any Government would prefer to have alone until urgency is plainly demonstrated. In any event Legislation could only contemplate the solution of the strike trouble by increasing the conciliation powers now possessed by the Board of Trade.

The steamer *Cleveland* left Hongkong yesterday for the South.

A Siberian Mail arrived yesterday without previous notification.

Lady May and the Misses May are leaving for Home by the *Namur* this morning.

A batch of Chinese were prosecuted before Mr. Hazeland at the Magistracy yesterday for using trucks with defective brakes.

By the capsizing of a junk (which was afterwards righted) during a squall near Tai O a three year old girl was drowned on Sunday.

We are asked by the German Pastor to mention that Rev. F. Ziegler's lecture on Yunnan will take place at 9 p.m. instead of 8.30 this evening in the German Chapel.

An armed robbery was reported from Lyseum yesterday morning, three men with revolvers holding up the inmates of a storekeeper's house and making off with clothing and other articles to the value of \$40.

A census of the population of Yokohama shows that at the end of last year it numbered 455,212 (representing 69,931 households), showing an increase of over 11,000 as compared with the previous year. The number of foreign residents (including Chinese) is given as 8,205.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—  
W. Powell & Co. \$15  
Thoresen & Co. 10  
W. N. 5

The induction of the Rev. D. B. Reynolds as chaplain took place at St. Peter's Church last night. The service was conducted by the Ven. Archdeacon Barnett and his Lordship Bishop Lander administered the oaths and the charges. At the close of his address Bishop Lander remarked that the work of the chaplain at St. Peter's was more than one man could perform and he hoped before long the people would see their way to provide if not a clerical worker at any rate a lay worker to assist the new chaplain in his strenuous dual task.

## THE PARSEE SUIT.

Judgment was delivered yesterday in the Supreme Court by Mr. Justice Gompertz in the action brought by B. U. Talati against M. F. Talati for the cancellation and delivery of an agreement made between the two parties. It was alleged by the plaintiff that defendant and he entered into an agreement, whereby the defendant agreed to assign to the plaintiff 140 permits to import opium into China, for a period terminating in 1916. According to the plaintiff the permits were withdrawn shortly after the signing of the agreement, and that the fact that such withdrawal was possible was not made known to the plaintiff. The defence was that the plaintiff kept on with the agreement, taking his chance whether the withdrawal would be continued or not.

His Lordship entered judgment in favour of defendant.

## TROUBLE AT KEWLIANG.

BRITISH SAILORS LANDED.

The sanitary conditions of the Russian tea hong are appalling, says a dispatch from Kewliang, and on discovering some bad cases of typhoid the Council decided to fumigate the hong. When Mr. Pritchard, the Chief of Police, and his staff tried to enter the building they were greeted with cries of "Kill the foreign devils"; and bricks, stones and chloride of lime were seized and thrown at them. Sailors were landed from H. M. S. *Woodlark*, and they arrested the ringleader and his accomplices, who were sentenced to two months' hard labour. The disturbance created great excitement throughout the whole city.

## TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE BALKAN WAR.

THE ADVENTUROUS "HAMIDIEH." It is reported from Vienna that a British naval officer in the Turkish service is responsible for the raid of the *Hamidieh* in the Adriatic.

A message from Alexandria reports that the *Hamidieh* sailed northward.

## POWERS AND PEACE.

The Powers in their reply to the Allies agree to mediate. They propose that the frontier should end at Midia instead of Rodosto and Midia, and they refuse to entertain the idea of an indemnity. They state that the question of the Aegean Islands and Albania are in the hands of the Powers.

## A RUMOUR DENIED.

A message from Athens states that the rumours of Greece-Serbian and Greek-Turkish ententes are semi-officially denied.

## THE SIEGE OF SKUTARI.

Ten thousand Serbians with 40 guns arrived at Skutari and combined with the Montenegrins in resuming the bombardment on Saturday.

## GREEK SUCCESSES.

A message from Athens reports that the Greeks defeated the Turks and occupied Argiro Castro amid enthusiastic demonstrations on the part of the inhabitants.

It is reported from Athens that the Greeks occupied Klissura after a severe fight, losing 13 killed and 40 wounded. The Turkish casualties were heavy.

## A POLITICAL TANGLE.

THE QUESTION OF MILITARY SERVICE.

LONDON, March 18th.

The Kendal bye-election is a bewildering affair. The latest development is that Colonel Weston, who has been hailed as fighting for the National Service, has repudiated a message from Lord Roberts, saying that his own scheme was much humbler than Lord Roberts' scheme and falls considerably short of the aspirations of the National Service League. The confusion is thus worse than ever.

Mr. Somerville, the Liberal candidate, in a final appeal to the constituency, says "The country regards this election as turning on the vital question of compulsory military service advocated by Colonel Weston."

## THE CANADIAN NAVAL BILL.

LONDON, March 18th.

The correspondence between Mr. Churchill and Mr. Borden has been issued. Mr. Churchill sums up the matter by saying that it would be wholly unwise for Canada to attempt to build battle ships at present. The cost of the plan alone would be £50,000,000. Canada could not be ready for four years. He points out that trained workmen could not be obtained in Canada, and it would be most difficult to know what plant to lay down owing to the possible introduction of internal combustion engines which might revolutionise construction. He mentions the shipbuilding experiments of Japan and Spain, both countries still requiring great assistance.

## A RUBBER DEMONSTRATION.

LONDON, March 18th.

A demonstration of curing raw rubber with vapour has been carried out at Kuala Lumpur in the presence of the Chief Secretary of the Federated Malay States, the Director of Agriculture, and many planters. The process occupied two hours.

## THE SCOTT EXPEDITION.

LONDON, March 18th.

The Royal Geographical Society has awarded Lady Scott the medal containing the medals presented to her husband, and also awarded the Patrons' medal to Scott's comrade, Dr. Wilson.

## THE LIVINGSTONE CENTENARY.

LONDON, March 18th.

Lord Curzon, presiding at a meeting of the Royal Geographical Society on the occasion of the David Livingstone Centenary, eloquently eulogised the dead explorer.

Mr. Harry Johnston in a lecture described Livingstone as the pioneer of the Cape to Cairo ideal.

[THROUGH REUTER'S AGENCY.]

## THE CHINA LOAN.

LONDON, March 18th.

Replying in the House of Commons to Sir J. D. Rees, Mr. Acland said the Loan to China would be made on certain specific objects, not including assistance for Chinese forces threatening Tibet.

## THE STATUS OF TIBET.

LONDON, March 18th.

In the House of Commons Sir J. D. Rees asked whether under the Treaty of Lhasa Tibet was free to enter into independent engagements with Mongolia, and whether the Imperial Government recognised any change in the status of Mongolia's relations with China.

Mr. Acland, Under Secretary of State, replied that there was nothing in the Treaty to preclude Tibet from entering into independent engagements providing the terms of Article IX. were not infringed. His answer to the second part of the question was in the negative.

## BRITISH ARMY ESTIMATES.

LONDON, March 18th.

Colonel Seely in a memorandum on the Army Estimates issued on Monday afternoon says that four aviation squadrons have been formed with 128 trained flyers. The fifth and sixth squadrons will be raised in 1913-14 towards the total of eight squadrons recommended for the expeditionary force. He dwelt on the difficulty of obtaining an adequate supply of aeroplanes and also skilled mechanics.

Referring to the Territorials, Colonel Seely states that they show a decrease of 97 officers and 10,659 men, solely due to the numbers joining in 1908 whose engagements have expired. There is every indication that recruiting would be well maintained.

## THE TEA MARKET.

LONDON, March 18th.

Discussing the prospects of the tea market, the *Times* says the conclusion is warranted that the popularity of tea as a beverage, the trade inquiry for it, and the ability of customers to pay for it are steadily growing in various directions. While India, Ceylon and Java are producing and selling more and more China's sales have receded nearly £12,000,000 this season, and Japan's exports are not expanding. The article concludes that in spite of a relapse since February the many producers in India and Ceylon may confidently be said to be hopeful, because their tea is almost everywhere recognised as the best.

## AN AUSTRALIAN TRADE DISPUTE.

LONDON, March 18th.

A message from Sydney states that 4,000 South Coast colliers have struck work, alleging victimisation of a union official.

## THE PRINCE OF WALES.

LONDON, March 18th.

H.R.H. the Prince of Wales has been promoted to the rank of lieutenant in the Royal Navy.

The Prince of Wales left for Germany on Monday evening.

## STORMS AT HOME.

LONDON, March 18th.

A gale has raged on the coasts of Great Britain. There is deep snow in many places, and telephones and telegraphs are affected.

## MAGISTRATES AND HOME SECRETARY.

LONDON, March 18th.

The correspondence between the Richmond Magistrates and Mr. McKenna has been published. The former protested against the release from prison of Miss Lenton, the Suffragette, who afterwards disappeared. Mr. McKenna replied that it was his paramount duty to save life.

## INTERNATIONAL FOOTBALL.

LONDON, March 18th.

The international association football match between England and Wales, played at Bristol on Monday, resulted in a victory for the former by four goals to three.

[THROUGH REUTER'S AGENCY.]

## ST. PATRICK'S DAY CELEBRATIONS.

"STRIKING" WAITERS.

LONDON, March 18th.

St. Patrick's Day was celebrated on Monday with the customary display of shamrocks, the presentation of Queen Alexandra's Shamrocks to the Irish Guards, and processions and banquets in Ireland.

Mr. W. Redmond, at a banquet in the Hotel Cecil, announced the gift of \$10,000 from America. He quoted the speech of Mr. Bryan at New York that humanity owed a debt to Ireland for ending hereditary rule in the British Empire.

As the banquet was beginning the kitchen staff, responding to the cry of "Down d'shes," struck work, but the management promptly conceded them their terms, enabling the banquet to continue.

The Union of Restaurant and Hotel Workers has recently organised sixteen successful strikes in London by similar tactics with the object of removing grievances under the Shop Hours Act.

Shamrocks were sent down the bore hole to two Irish miners who have been entombed for five days in a flooded mine in Cumberland.

## PREMIER AND TRADE UNIONISTS.

LONDON, March 18th.

Mr. Asquith, replying to a deputation from the Trade Union Congress, declined to commit the Government to the principle of nationalisation of mines and railways, with regard to the value of which he was not convinced.

## THE MAGISTRACY.

Nine men charged by Inspector Gourley with smoking opium in a house at Shaikwan were fined \$5 each or in default fourteen days.

A fine of \$10 was imposed upon a market stallkeeper for using defective scales. Inspector Withers, who prosecuted, said that defendant had three scales two of which were faulty.

A Chinese charged with causing an obstruction in the street at West Point said that he rented the place. His Worship exclaimed, "What the street?" Defendant then explained that he rented a doorway. Mr. Hazeland imposed a fine of \$3.

Detective Brown prosecuted a Chinese with the larceny of clothing from a house at Yaumati and mentioned that there had been a series of larcenies in that locality. Defendant was committed to prison for one month and ordered to be exposed in the stocks for four hours.

Antonio Francisco dos Remedios, a clerk in the employ of Messrs. Jardine, Matheson & Co., was charged before Mr. Melbourne with stealing press-copied business letters belonging to Henry Cruz on February 11th. A remand for a week was ordered, bail being allowed in the sum of \$500.

Sentence of one month's imprisonment and to be exposed in the stocks for four hours was passed upon a Chinese who was found guilty by Mr. Hazeland of stealing a quantity of brass from the cableship *Recorder*. Defendant was discovered lowering a bag containing the brass over the side of the ship into a sampan. The third officer expressed the conviction that the defendant was the "lamb" in the case, and that others were implicated.

Fourteen men were charged with gambling at 55, Centre Street, two of the number being charged as keepers. Mr. Shenton, who appeared for the first two defendants, said all the men pleaded guilty to gambling. The men were rich coolies and went into the house to keep out of the wet and commenced gambling. The charge of keeping was withdrawn against the first two, and a fine of \$2 each was imposed on all.

## NORTH-GERMAN LLOYD EARNINGS FOR 1912.

The annual report of the North-German Lloyd Company for 1912 shows that the gross earnings in that year amounted to 51,750,000 marks (£2,587,000), being an increase of 10,250,000 marks (£512,500) as compared with the gross earnings of 1911. The directors recommend a dividend at the rate of 7 per cent.



## A DISPUTED LEASE.

Judgment was delivered at the Supreme Court yesterday in the case which came before the Full Court of Appeal, in which Kaa Yang Cho appealed against the judgment of the Chief Justice (His Honour Sir Wm. Rees Davies, K.C.) in so far as directed that a lease made between J. Hennessy Seth and the appellant was null and void.

Mr. Eldon Potter (instructed by Mr. Otto Kong Sing) appeared for the appellant, and Mr. M. W. Slade, K.C., and Mr. C. G. Alabaster (instructed by Mr. J. K. Hall Brutton) represented the respondent, Kwok Siu Lou.

His Lordship the Presiding Judge (Sir W. de Saumarez), in the course of a lengthy written judgment, said that this appeal by the defendant from the judgment of the learned Chief Justice turned on the construction of a lease and Sections 3 and 4 of the Land Registration Ordinance, 1844. The lease to the defendant was granted by a receiver appointed by the Court, and it was dated 1st March, 1911. On the 11th October, 1911, the plaintiff made an agreement to purchase from the owner the whole of a property which included that leased to the defendant. An assignment to the plaintiff was executed on the 19th January, 1912, and registered at the Land Office on the 15th January. The agreement to purchase was registered on the 21st November, 1911. At the time of signing the agreement the plaintiff paid part of the purchase money, and was a bona-fide purchaser, for he had no notice of the lease. He, however, knew of it before registration on the 21st November. The lease was never registered. The Land Registration Ordinance, 1844, provided a register of deeds and other instruments, and Section 3 (1) provided for the priority of such deeds and instruments according to the priority of their respective dates of registration. Sub-section 2 provided that unregistered deeds were void against "any subsequent bona-fide purchaser or mortgagee for valuable consideration of the same parcels" apparently whether such purchaser had registered or not. The Middlesex Registry Act is, it was contended, the same in its effect as Sub-section 2, except that the words bona-fide occur, and an ingenious argument was based on their presence in the Ordinance; but there was another and a material difference, for after providing for registration the Act went on to say that every deed should be adjudged fraudulent against any subsequent purchaser or mortgagee for valuable consideration unless such memorial thereof be registered before the registering of the memorial of the deed or conveyance under which such subsequent purchaser or mortgagee shall claim. Section 3 (2) appeared to his Lordship to deal simply with unregistered instruments, and it placed a heavy disability on unregistered deeds, postponing them to other instruments whether registered or unregistered, under which a subsequent bona-fide purchaser for value might claim the property in question. The Ordinance by Section 4 enacted that "no notice, either actual or constructive, of any prior unregistered deed, etc., shall affect the priority of any such instrument as aforesaid as is duly registered in pursuance of this Ordinance," thus at a stroke cutting off the application of the equitable doctrine of notice to any unregistered deed. The effect of the Ordinance, as his Lordship read it, was to make registration the test of priority, and by imposing harsh terms on persons failing to register to compel them to do so, and, further, to remove the doctrine of notice from transactions in land in the Colony. For this course his Lordship could see excellent reasons. The Colony in 1844 was in the first year of its existence; it was of small extent, and it was possible to secure a perfect system of registration, for there were no existing difficulties in the way. Moreover, to open a way amongst an Oriental people to avoid registration by proof of notice, whether actual or constructive, would be to encourage fraud. The preamble showed that the purpose of the Ordinance was to prevent secret and fraudulent conveyances, but its further object "is to provide means whereby the title to real and immovable property may be easily traced and ascertained." In this further object it went entirely beyond the Middlesex Act, and therefore they might expect to find provision for a perfect registry as well as for the prevention of fraud. In their natural meaning Sections 2, 3, and 4 of the Ordinance seemed to his Lordship to make necessary provision on either behalf. For these reasons his Lordship thought the appeal should be dismissed with costs.

The Chief Justice said—I agree generally with the conclusions arrived at by the learned Presiding Judge. There was a good deal of new matter introduced in

argument on appeal, and I think it desirable to express in a few words the construction which I also place on Sections 3 and 4 of the Ordinance. Section 3, Sub-section 1, deals with the priority of registered deeds. Sub-section 2 deals with unregistered deeds and provides that deeds which are not registered shall be void as "against any subsequent bona-fide purchaser or mortgagee for valuable consideration of the same parcels," and I agree that it applies whether the subsequent purchaser has registered or not, and that the object of the Ordinance being to enforce registration the question of postponing a prior to a subsequent unregistered deed was apparently not regarded by the Legislature as an element of weight. As regards the words "bona-fide" purchaser, I adhere to the view expressed in the Court below that the equitable doctrine of notice referred to in the cases which I cited would be applicable but for the existence of Section 4. Section 4 expressly negatives such equitable doctrine. In regard to the construction to be placed on the agreement for purchase and the subsequent assignment of the 17th January, 1912, as to which further argument was adduced which was not before the Court below, I concur in the views adopted by both my learned brothers that the assignment is an assignment of the property and not of the reversion.

The Puisne Judge said he thought it clear that the expression "monthly lettings and tenancies" does not cover any letting or lease for a term exceeding one month. As to the Ordinance, Section 4 seemed to make a new departure, and brushed away the equitable doctrine altogether in favour of a duly registered deed. His Lordship presumed that in a young Colony the Legislature intended to make registration universal, imposing in case of non-registration a penalty which might be claimed by persons who had registered, irrespective of equities. It was asked whether Section 4 would cover a case of fraud, and it was suggested that a man who after notice goes on to complete his purchase and then registers his deed has in fact committed a fraud. But his Lordship did not agree. Clearly Section 4 would not avail a fraudulent purchaser. In this case the respondent had entered upon negotiations, executed a binding agreement to purchase, and paid a deposit, all in absolute good faith; and with no notice of the appellant's lease. His Lordship saw nothing fraudulent in his then going on to complete his purchase and obtaining the protection which the law offered him. Why should he be put to inconvenience by the appellant's negligence? In his Lordship's opinion the appeal should be dismissed with costs.

## THE SIMPLE LIFE.

AMUSING SPLIT IN THE VEGETARIAN CAMP.

There is a division in the camp of the Simple Life enthusiasts, says the *Pall Mall Gazette*. At the forthcoming Simple Life Conference at the Caxton Hall there is to be a feast of a vegetarian character under Simple Life conditions. Exactly what these conditions are is the rock upon which the split has occurred. One section declares that the ideal can only be attained if the feast is eaten on the bare floor, while the other urges the claims of plain wooden tables and chairs of rustic simplicity.

"I think tables and chairs will win," Miss F. L. Nicholson declared to a representative of the *Pall Mall Gazette*. Many of the guests have already announced their intention of putting in an appearance in simple life dress; there will be paper table-cloths and unbaked bread.

The spirit of ridicule makes Miss Nicholson afraid of the spectacle of a group of middle-aged London ladies and gentlemen sitting in a semi-circle in simple life dress on a bare floor in the Caxton Hall eating unbaked bread, and would prefer something less "advanced." Mr. and Mrs. Leiders Danch, who are familiar to Londoners as the Greek simple life exponents might do it well, but there are others who might not either look or be happy.

## THE MENU.

Here is the sort of menu that may be served:

Spanish Soup or Tomato Soup.  
Butter Bean Roast. Lentil Roast.  
Egg Nut Roast.  
Green Corn Fritters.  
Walnut and Marmite Paste.  
Cream Cheese and Muscatel Sandwiches.

The underlying idea is to demonstrate that the individual cost of living can be reduced to a minimum. The inevitable ham sandwich would disappear, and the packet of raisins and nuts would take its place.

"What about the unbaked bread?" Miss Nicholson was asked. "It is really unbaked bread," she explained. "It is made of cereal mixed up together into a thick paste. It is very palatable, and, of course, very nourishing."

When the exhibition opens in April there will be many things to astonish the ordinary man or woman, but the waterless dinner on the floor may not be one of them.

**THE NEW FRENCH REMEDY.**  
**THERAPION No. 1**  
CURES RHEUMATISM, GOUT, NEURALGIA, MIGRAINE, SCIATICA, LUMBAGO, BRUISES, SWELLINGS, AND ALL AFFECTIONS OF THE JOINTS.  
**THERAPION No. 2**  
CURES BLOOD POISON, ERYSIPEL, SCARLET FEVER, DYSENTERY, AND ALL AFFECTIONS OF THE SKIN.  
**THERAPION No. 3**  
CURES BRUISES, SWELLINGS, AND ALL AFFECTIONS OF THE JOINTS.  
SOLD EVERYWHERE. PRICE IN ENGLAND, 2/6. PRICE IN AUSTRALIA, 3/6. PRICE IN HONGKONG, 4/6. PRICE IN SHANGHAI, 5/6. PRICE IN PEKING, 6/6. PRICE IN TIENTSIN, 7/6. PRICE IN HANKOW, 8/6. PRICE IN CANTON, 9/6. PRICE IN HONGKONG, 10/6. PRICE IN SHANGHAI, 11/6. PRICE IN PEKING, 12/6. PRICE IN TIENTSIN, 13/6. PRICE IN HANKOW, 14/6. PRICE IN CANTON, 15/6. PRICE IN HONGKONG, 16/6. PRICE IN SHANGHAI, 17/6. PRICE IN PEKING, 18/6. PRICE IN TIENTSIN, 19/6. PRICE IN HANKOW, 20/6. PRICE IN CANTON, 21/6. PRICE IN HONGKONG, 22/6. PRICE IN SHANGHAI, 23/6. PRICE IN PEKING, 24/6. PRICE IN TIENTSIN, 25/6. PRICE IN HANKOW, 26/6. PRICE IN CANTON, 27/6. PRICE IN HONGKONG, 28/6. PRICE IN SHANGHAI, 29/6. PRICE IN PEKING, 30/6. PRICE IN TIENTSIN, 31/6. PRICE IN HANKOW, 32/6. PRICE IN CANTON, 33/6. PRICE IN HONGKONG, 34/6. PRICE IN SHANGHAI, 35/6. PRICE IN PEKING, 36/6. PRICE IN TIENTSIN, 37/6. PRICE IN HANKOW, 38/6. PRICE IN CANTON, 39/6. PRICE IN HONGKONG, 40/6. PRICE IN SHANGHAI, 41/6. PRICE IN PEKING, 42/6. 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regularly.

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### SCIENTIFIC MISCELLANY

#### A PUMP THAT DOES NOT CLOG.

A drainage pump taking up liquids carrying considerable masses of hard and fibrous solids is the mechanical novelty of the Hon. R. C. Parsons. It is of the centrifugal type, with a conical fan or impeller, and as the liquid is admitted to the outer side of this fan, the blades, rotating against a knife in the casing, act like shears to cut up any solid passing into the spiral chamber leading to the outlet. Any material not sufficiently reduced at the first revolution is re-cut until the pieces are fine enough to pass out. In the severe English tests, with 8-inch suction and delivery pipes, the pump worked effectively when fibrous substances clogged up a coarse sieve like flannel in a quarter of a minute, and greasy cotton waste, pieces of sack and clothing, paper, hemp-ropes, bricks and pieces of wood were steadily pumped—even a suit of overalls, a dead rabbit and the handle of an engineer's hammer being cut into small pieces without causing any interruption. After some hours of such work, the pump's internal parts were clean and undamaged.

#### A POWERFUL GERM-DESTROYER.

The ultra-violet sterilizing lamp described to the French Academy by V. Henri and others consists of a quartz U-tube, with sides nearly touching, the diameter being 3.5-inch, and the length of the arms 63 inches. The two mercury electrodes are near together at the end. A current of 3 amperes at 500 volts gives an illuminating power of 8,000 candles, and the chemical reactions by the ultra-violet rays are greatly quickened. Certain bacteria are destroyed 60 times as rapidly as by a 110-volt lamp. The sterilizing lamps are durable, and a plant of 8 has worked 1,200 hours without change. Water, when being treated in large quantity, is circulated around a transparent quartz cylinder containing the lamp.

#### A FAITH THAT DIES HARD.

The diving-rod, long discredited by scientific men, has believers still, and a German society founded in 1911 for studying the diving-rod claimed 500 members by April, 1912. An investigation in German South Africa is said to have shown success in 70 to 80 per cent. of trials.

#### PROGRESS IN AIR SOUNDING.

The limit to which manned balloons can ascend is about 30,000 feet, but a sounding balloon lately sent up in Italy, at the University of Pavia, reached a height of 121,000 feet, or nearly 23 miles. The sounding balloons, the modern device for exploring the upper air, are usually bags of silk or rubber, about six feet in diameter, filled with hydrogen gas. They rise until the pressure of the gas causes them to collapse or explode, and a parachute then brings down safely the story of the air passed through, as taken down automatically by a special apparatus. This apparatus, called a "meteorograph," combines several instruments in one. It has an accurate chronograph for time, an aneroid barometer for height or atmospheric pressure, a metallic thermometer for temperature, a hair hygrometer for relative humidity, and an anemometer for wind velocity, and each instrument gives a continuous record by means of a pen resting on a rotating cylinder covered with ruled paper. The most remarkable fact shown by these balloon soundings of the last 10 or 12 years is that the air exists in two very distinct layers. In the lower layer, or "troposphere," the air cools about 1 deg. Fahrenheit for each 300 feet of ascent; but in the upper or isothermal layer, or "stratosphere," further ascent gives stationary or rising temperature. The upper limit of the isothermal layer is unknown. The lower limit—lower in winter than in summer—has an average height of about 6 miles in middle latitudes, but is lower near the poles, and reaches a great height at the equator.

The temperature of this layer ranges from 60 degs. F. below zero in summer to 71 degs. below in winter.

#### WALKING ON WATER.

The latest of the numerous attempts to construct water-shoes for walking on the water is credited to a German cabinet-maker. He has experimented on Lake Ammer, in Bavaria, and has walked across the lake—about two miles—in two hours. The propelling device is a series of three paddles, mounted on hinges, on the side of each shoe. A sliding mechanism causes these paddles to give a forward motion, like that of skating, as the foot is moved, an upright stick on each shoe steadying the walker.

#### MORE HEAT UNDER CLOUDS THAN WHEN CLEAR.

The curious discovery of Kimball and Miller, of the Mt. Weather Observatory, is that favourably situated clouds may increase the radiation received from sun and sky as much as 40 per cent. Radiation reflected from the clouds is added to that coming direct from the sun.

#### COLOURED MOVING PICTURES.

Of light not explained strictly by temperature radiations, Prof. Wilder D. Bancroft, of Cornell University, finds that these forms have been recognized. Photoluminescence, due to the stimulation of a substance by light; thermoluminescence, given out when phosphorescent substances are gently heated; pyroluminescence, the portion of the light of flames not due to the incandescence of solids; electroluminescence, produced by the passage of an electric current through a gas; cathodoluminescence, due to cathode rays impinging on a solid or a liquid; anodoluminescence, the corresponding light of canal rays or positive ions; chemoluminescence, the light hitherto recognized as resulting from chemical action; crystalloluminescence, emitted during crystallization from solution; triboluminescence, emitted when crystals are crushed; and organoluminescence, produced by bacteria, marine organisms, luminous worms, flying insects, etc. Prof. Bancroft brings together researches tending to show that these different kinds of luminescence are all results of chemical action. It is suggested that the reactions causing fluorescence may be stimulated by other means than that of light, and that if we knew the reactions and how to cause them rapidly we should have solutions fluorescing rapidly in the dark. This is of possible importance for the production of cold light, a revolution in lighting along this line being predicted.

#### A LIGHT OF PROMISE.

For photographs in natural colours, theory requires the combination of three single-colour views made under screens of the so-called primary colours. In the first successful coloured cinematographs, however, G. A. Smith and Charles Urban some years ago used only two sets of negatives, and by passing these films in rapid alternations before a screen very satisfactory moving pictures in colours are obtained. An improved process, using three colours, has been lately shown in London. The red, green and blue-violet constituents are simultaneously taken in a triple picture by a single camera, and suitable projection rapidly superposes these parts so as to give on the screen a picture in very accurate colours.

#### A POCKET GAS DETECTOR.

In the pocket air-tester of C. Glatzel, an Austrian, a rubber bulb draws a sample of the air into a glass tube containing paper moistened with palladium chloride. Carbon monoxide turns the paper brown—within one minute if the noxious gas is more than 0.1 per cent.

#### LATEST STEAMER MOVEMENTS.

The P. & O. str. *Wakool* left Singapore, for this port on the 17th March, at 6 p.m., and is due here on the 24th March, at about 6 a.m.  
The P. & O. str. *Peshawar* is expected to arrive at Colombo on the 28th March.  
The Bank Line str. *Orteric* arrives at Moji on the 21st March, p.m., and is due to arrive here on the 28th March.

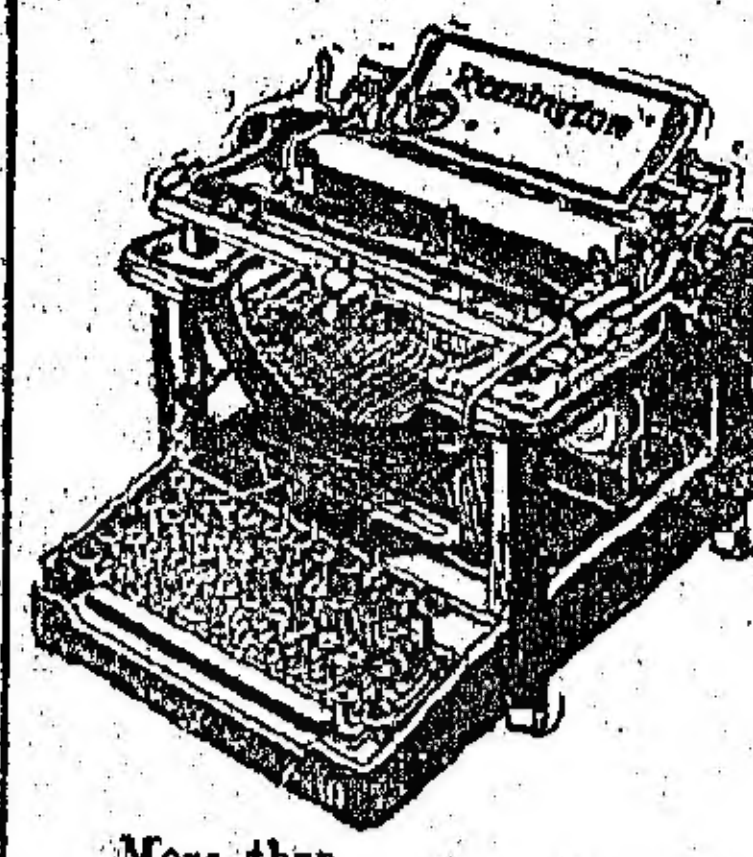
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IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.  
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**SHACKELL EDWARDS  
& CO., LTD.**  
PRINTING INK MAKERS.  
ESTABLISHED 1786.  
HEAD OFFICE—5 RED LION PASSAGE, FLEET STREET, LONDON, E.C.

### WEATHER REPORT.

On the 13th at 11.45 a.m.—Pressure is now highest over Manchuria. It has increased slightly over S. Japan and S. China, and decreased slightly over N. Japan and N. Luzon. A shallow depression still covers Indo-China and the western portion of the China Sea. Gradients are shallow elsewhere.  
Light monsoon is indicated along the E. coast of China and moderate S. to S.E. winds, with unsettled weather, over the northern portion of the N. China Sea.  
Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 3.72 inches.  
The forecast for the 24 hours ending at noon to-day is as follows:  
DISTRICT FORECAST.  
• Hongkong & Neighbourhood  
Formosa Channel ... N.E. winds, fresh.  
South coast of China between Hongkong and Liancok ... No. 1.  
South coast of China between Hongkong and Hainan ... No. 1.  
• E. winds, moderate; overcast, occasional rain.

**NOTICE TO CONSIGNEES.**  
FROM CALCUTTA, PENANG AND SINGAPORE.  
THE Steamship  
"DILWARA,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.  
Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.  
Cargo remaining on board after 2 P.M. of the 19th inst. will be landed at Consignees' risk and expense.  
Consignees of Cargo from SINGAPORE AND PENANG are requested to have their IMMEDIATE delivery of their goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the Undersigned.  
DAVID SASSOON & Co., Ltd., Agents.  
Hongkong, 17th March, 1913. [60]

**NOTICE TO CONSIGNEES.**  
THE P. & O. S. N. Co's Steamer  
"INDIA,"  
Arrived Hongkong on 13th March, 1913, FROM BOMBAY, COLOMBO AND STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.  
This vessel brings on Cargo—  
From London, &c., ex s.s. "Mongolia,"  
From Persian Gulf, ex s.s. "E. I. S. N." and B. & P. S. N. Co's Steamers.  
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.  
Goods not cleared within 8 days including date of arrival will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.  
E. A. HEWETT, Superintendent.  
Hongkong, 13th March, 1913. [1]

**NOTICE TO CONSIGNEES.**  
FROM EUROPE.  
THE H.A.L. Steamship  
"SPEZIA,"  
Captain Hennecke, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.  
Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.  
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.  
All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 19th inst. at 9.30 A.M.  
No Fire Insurance will be effected by us in any case whatever.  
HAMBURG-AMERIKA LINIE, Hongkong Office.  
Hongkong, 13th March, 1913. [453]

**NOTICE TO CONSIGNEES.**  
FROM EUROPE.  
THE Steamship  
"DEN OF GLAMIS,"  
having arrived from the above Ports, Consignees of Cargo by the above-named vessel are hereby informed that all Goods are being landed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.  
Goods not cleared by the 21st inst. at 6 P.M., will be subject to rent.  
All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined on FRIDAY, the 21st inst. at 9.30 A.M. Claims against the Steamer must be presented within 10 days of arrival, other than they will not be recognised.  
No Fire Insurance will be effected by us in any case whatever.  
Bills of Lading will be countersigned by the Undersigned.  
JARDINE, MATHESON & Co., Ltd.  
Hongkong, 17th March, 1913. [1]

Prince Ernest and Princess Luise. The relations thus established have been carefully fostered, and Prince Max of Baden, who married the Duke of Cumberland's eldest daughter, has also taken a hand in the work of reconciliation. It is hoped that a royal marriage will finally settle the "Brunswick question," and fill up the one remaining gap in the federation of German Princes. The betrothal was formally announced at Karlsruhe.

### TRIBUTE TO BRITISH RULE.

M. Bonard, secretary-general of the Mission Laïque, has returned from inspecting the French Schools in Syria and Egypt, and he states that the Mussulmans in Syria are hostile to France on account of the way in which their co-religionists are treated in Algeria. It is impossible, he says, for the Mussulmans of Syria not to draw unfavourable comparisons between British rule in Egypt and French rule in Algeria. In the latter place Mussulmans, who have received a French education, are excluded from important posts in the Civil Service, and it would be easier for them to find a career in Syria. Again, unlike the English, the French, under various pretexts, do their utmost to prevent Mussulmans from making the pilgrimage to Mecca, and have not the same respect for individual liberty. Thus, both in Algeria and Tunis a Mussulman may be imprisoned or exiled without any judgment being given against him. Such a thing is impossible in Egypt. Mussulmans, if they were forced to emigrate, would all prefer to live in Egypt rather than Algeria, because they know that if there exists in Egypt a small minority of malcontents, the vast majority of Mussulmans are perfectly satisfied, while in Algeria the opposite is true.

### OUR NEW MACHINE GUN.

A new pattern machine gun is about to be issued to the Cavalry, but the question of the issue to the infantry is still under consideration. The gun is the new Vicker's rifle-calibre automatic gun and its chief advantage is its lightness. The weight of our present Maxim is 30 lb., that of the German type Maxim 40 lb., while the Austrian Schwarzlose gun is 33.6 lb. In order to extract the best tactical use from these guns, the detachments in charge of them have often to push forward with the firing lines of infantry or dismounted cavalry, and it is very important on these occasions that they should be able to move fast. According to the military correspondent of the *Times* the cooling arrangements in the new Maxim allow the water to go right back over the bullet chamber of the barrel, and 25,000 rounds have been fired from one barrel, the gun still giving good targets. The feeding arrangements are good and the parts have been designed to give the maximum of strength, and are at the same time simple in construction.

### THE ICE SCOUT.

The possibility of another such disaster as that of the *Titanic* is likely to be very much lessened by the experiment which the Government has undertaken, through the Board of Trade, in conjunction with the principal Atlantic steamship lines, in sending out the *Scotia* to the North Atlantic to watch and report upon the break up of the Arctic ice-fields in the spring of the year. The *Scotia* will be the guardian of the lives of Transatlantic travellers, and her commander, Captain Robertson, has practically a free hand in regard to the movements of the ship. The *Scotia* has in Captain Robertson a seaman with unique qualifications for the duties entrusted to him. It will be his task to obtain an estimate of the amount of ice which is likely to come down to the trade routes, and collect all possible data to show the course it will probably take. The wireless plant of the *Scotia* will be of the most powerful description and her two operators will keep unremitting watch. They will report the ice movements to the wireless stations at Cape Rice and Sable Island, and so by one or the other it will be possible to communicate with every ship that can be in danger, provided she be fitted with wireless.



## VESSELS ON THE BERTH

SOCIETA NAZIONALE DI SERVIZI MARITIMI.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

(Taking Cargo at through rates to Port Said, Messina, Naples, Genoa and Leghorn, also Venice and Trieste, all Mediterranean, Adriatic, Barcelona, Valencia, Alicante, Almeria and Malaga, Levantine and South American Ports up to Callao.)

THE Steamship

"CAPRI"

Captain Ameygo, will be despatched as above

TO-MORROW, the 20th inst., at Noon.

For further particulars regarding freight and

Passage, apply to

CARLOWITZ &amp; Co.

Agents.

Hongkong, 15th March, 1913. [3]

## REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT THE MALAYA COAST).

Proposed sailings from Hongkong.

For NEW YORK,

S.S. "SHIMOSA" ... On or about 25th Mar.

For Freight and further information, apply to

DODWELL &amp; Co., Ltd.,

Agents.

Hongkong, 23rd February, 1913. [242]

## THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,

AUSTRALIA, INDIA, ADEEN, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL

AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"INDIA"

Captain G. W. Gordon, R.N.R., carrying His

Majesty's Mail, will be despatched for

London, on SATURDAY, the 29th March,

1913, at Noon, taking Passengers and

Cargo direct to Egypt, Malta, Messina,

Plymouth and London without transhipment.

S&amp;K and Valuable Cargo for Bombay

will be transhipped at Colombo into the

S.S. "MOLDAVIA."

Parcels will be received at the Office

until 4 p.m. the day before sailing. The

contents and value of all packages are

required.

For further particulars, apply to

E. A. LEWETT,

Superintendent.

Hongkong, 17th March, 1913. [3]

## HONGKONG-BOSTON &amp; NEW YORK

AMERICAN ASIATIC S.S. CO.

FOR BOSTON &amp; NEW YORK VIA

PORTS &amp; SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

S.S. "INVERCLYDE" ... On or about 2nd April, 1913

For freight and further information,

apply to—

SHEWAN, TOMES &amp; Co.

General Agents.

Hongkong, 27th February, 1913. [370]

## THE AMERICAN AND ORIENTAL

LINE.

FOR NEW YORK VIA SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE"

Captain McKee, will be despatched as above

on SATURDAY, the 13th April.

For Freight and passage apply to

ARNHOLD, KARRER &amp; Co.,

General Agents.

Hongkong, 11th March, 1913. [441]

## HONGKONG METEOROLOGICAL

REGISTER.

Hongkong Observatory, March 18th

Barometer	29.85	29.90	29.98
Temperature	67	64	64
Humidity	95	90	94
Wind Direction	West	E/S	E/S
Force	1	0	0
Weather	cloud	0	0
Rain	0	3.72	0

Highest open air Temperature on 17th ... 74

Lowest open air Temperature on 17th ... 65

## HONGKONG TIDE TABLE.

From 19th to 25th March, 1913.

Days of Week	Days of Month	H'kong. Mean Time	Height	H'kong. Mean Time	Height
Wed.	19	h. m.	ft. in.	h. m.	ft. in.
Thurs.	20	8 40	7 3	1 35	3 0
Fri.	21	8 50	4 6	1 25	3 6
Satur.	22	9 0	5 0	2 52	2 6
Sun.	23	9 10	5 4	3 27	2 0
Mon.	24	9 20	6 2	4 31	1 9
Tues.	25	9 30	6 4	5 30	1 3

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str.	—	A. Collyer	P. & O. S. N. Co.	To-day, at 10 A.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	INDIA	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 29th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	DEEN OF CROMBIE	Brit. str.	—	Frederick	JARDINE, MATHESON & Co., Ltd.	About 5th Apr.
LONDON & ANTWERP VIA SINGAPORE, &c.	O.T. D. AILBHS	Ger. str.	—	Ernest	HAMBURG-AMERICA LINE	On 22nd inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SILBERA	Ger. str.	—	Christiansen	HAMBURG-AMERICA LINE	On 26th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SCHWABENBURG	Ger. str.	—	Christiansen	HAMBURG-AMERICA LINE	On 28th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	Christiansen	HAMBURG-AMERICA LINE	On 16th Apr.
LONDON & ANTWERP VIA SINGAPORE, &c.	NEBA	Ger. str.	—	Christiansen	HAMBURG-AMERICA LINE	On 25th inst., at 1 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	MIYASAKI MARU	Jap. str.	—	Soyeda	NISSON YUSEN KAISHA	On 26th inst., at D'light
LONDON & ANTWERP VIA SINGAPORE, &c.	SPESIA	Jap. str.	—	Hennicke	JARDINE, MATHESON & Co., Ltd.	About 15th Apr.
LONDON & ANTWERP VIA SINGAPORE, &c.	DEEN OF CROMBIE	Jap. str.	—	T. Homada	JARDINE, MATHESON & Co., Ltd.	About 30th Apr.
LONDON & ANTWERP VIA SINGAPORE, &c.	TACOMA MARU	Jap. str.	—	R. Shimizu	NISSON YUSEN KAISHA	On 22nd inst., at 2 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	AWA MARU	Jap. str.	—	J. Kano	NISSON YUSEN KAISHA	On 25th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	HANABUSA	Jap. str.	—	C. Mundt	JARDINE, MATHESON & Co., Ltd.	On 2nd Apr., at 2 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	P. E. FRIEDRICH	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	About 10th June.
LONDON & ANTWERP VIA SINGAPORE, &c.	AUSTRIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	To-day, at 10 A.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	About 7th Apr.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	About 25th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 12th Apr.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	About 2nd Apr.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	About 27th June.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 25th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 5th Apr., at 6 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 15th Apr., at 6 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 1 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at 1 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 1st Apr., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at 9 A.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 1st Apr., at 11 A.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 9th Apr., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at D'light.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	About 20th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at M'night.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at D'light.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at D'light.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	About 23rd inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 6 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	About 24th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 26th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	About 27th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 28th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 7 A.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 15th Apr.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	To-day, at 8 A.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	To-day, at 10 A.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 10 A.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 10 A.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at 10 A.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at 2 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 2 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 29th inst., at 2 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 31st inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at 1 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 22nd inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 2 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	On 7th Apr., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	Beginning of Apr.
LONDON & ANTWERP VIA SINGAPORE, &c.	SKANDIA	Ger. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	To-day, at 10 A.M.

LONDON &amp; ANTWERP VIA SINGAPORE, &amp;c.

LONDON &amp; ANTWERP VIA SINGAPORE, &amp;c.

LONDON &amp; ANTWERP VIA SINGAPORE, &amp;c.

LONDON &amp; ANTWERP VIA SINGAPORE, &amp;c.

LONDON &amp; ANTWERP VIA SINGAPORE, &amp;c.

LONDON &amp; ANTWERP VIA SINGAPORE, &amp;c.

LONDON &amp; ANTWERP VIA SINGAPORE, &amp;c.

LONDON &amp; ANTWERP VIA SINGAPORE, &amp;c.

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**THE BANK LINE, Ltd.**

(ANDREW WEIR &amp; CO.)

**TRANS-PACIFIC SERVICE.**STEAMERS WILL BE DESPATCHED AT REGULAR INTERVALS FROM  
**HONGKONG**TO  
**VICTORIA, VANCOUVER, B.C.  
SEATTLE & TACOMA.**CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS.

For Rates of Freight and Passage, apply to—

**THE BANK LINE, LIMITED.**

TELEPHONE No. 780, KING'S BUILDING, PRINCE CENTRAL.

**NEW YORK LINE.**REGULAR SERVICE FROM  
JAPAN, CHINA AND STRAITS TO NEW YORK VIA SUEZ CANAL.Operated by Steamers of the  
AMERICAN AND MANCHURIAN AND AMERICAN AND ORIENTAL LINES.  
STEAMER EARLY.

For Rates of Freight, and Further Particulars, apply to—

**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.**AFRICAN LINES.****ORIENTAL AFRICAN LINE.**Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA,  
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE  
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the  
quickest Freight Transport from the ORIENT to SOUTH AFRICA.  
PROPOSED SAILINGS.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.**INDIAN AFRICAN LINE.**Cargo carried on through Bills of Lading from HONGKONG to BEIRA,  
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE  
TOWN with transshipment at COLOMBO to Steamers of the INDIAN  
AFRICAN LINE.  
PROPOSED SAILINGS.FROM HONGKONG: FROM COLOMBO:  
29th March. Connecting with "KATANGA" 12th April.

For Rates and Further Information, apply to—

**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.**"THE BIG 4" of the  
PACIFIC MAIL S.S. CO.**

	COMFORT.	FROM HONGKONG calling at
<b>MONGOLIA</b> 27,000 tons, twin screws.		SHANGHAI, NAGASAKI,
<b>MANCHURIA</b> 27,000 tons, twin screws.		Kobe (via Inland Sea),
<b>KOREA</b> 18,000 tons, twin screws.	<b>SAFETY.</b>	YOKOHAMA and HONO-
<b>SIBERIA</b> 18,000 tons, twin screws.		LULU (the Paradise of the
<b>NILE</b> ... 11,000 tons.	<b>SPEED.</b>	Pacific) through Service via
<b>CHINA</b> ... 10,200 tons.		NEW YORK to Europe.
<b>PERIA</b> ... 9,000 tons.		

**SOME FEATURES OF SERVICE.**Lights, Fans, Swimming Tank, Band, Cuisine, Games,  
Amusements, Wireless, Submarine Signal Service, and  
Bilge Keels.**The Cost:** is not more by this route with its unrivalled opportunities  
than by any other route. For a return ticket to London  
the cost is but \$120, including berth and meals across America. To San Francisco  
via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE  
First Class accommodations are provided for \$5 to London (return ticket \$90.10s.),  
and to San Francisco \$35. SPECIAL RATES for Officers, Army, Navy, Consular  
or Civil Service, on application.

STEAMERS.	Tons	Starting
MONGOLIA	27,000	TUESDAY, 25th Mar., at 1 P.M.
NILE	11,000	MONDAY, 31st Mar., at 1 P.M.
PERIA	9,000	TUESDAY, 15th April, at 3 P.M.
KOREA	18,000	TUESDAY, 22nd April, at 1 P.M.
SIBERIA	18,000	TUESDAY, 6th May, at 1 P.M.
CHINA	10,200	TUESDAY, 13th May, at 3 P.M.
MANCHURIA	27,000	TUESDAY, 20th May, at 1 P.M.
NILE	11,000	TUESDAY, 3rd June, at 1 P.M.

\* INTERMEDIATE STEAMERS.  
Passengers holding through Tickets have the privilege of travelling by Train between  
Kobe and Yokohama, Free of Charge.**HONGKONG—MANILA SERVICE.**

FROM HONGKONG.	ARRIVE MANILA.	FROM MANILA.	LEAVE HONGKONG.
15th Apr. ... PERSIA ... 17th Apr.	16th May. ... MONGOLIA ... 18th Mar.	15th Apr. ... PERSIA ... 17th Apr.	
13th May ... CHINA ... 15th May.	13th Apr. ... KOREA ... 15th Apr.	13th May ... CHINA ... 15th May.	
3rd June ... NILE ... 5th June.	3rd May. ... CHINA ... 5th May.	3rd June ... NILE ... 5th June.	
29th July ... CHINA ... 31st July.	11th May. ... MANCHURIA ... 13th May.	29th July ... CHINA ... 31st July.	

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).  
**FRED J. HALTON, AGENT.**  
Panama-Pacific International Exposition—San Francisco—1915**HONGKONG, CANTON, MACAO &  
WEST RIVER STEAMERS**JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
CO., LTD., AND CHINA NAVIGATION CO., LTD.**HONGKONG-CANTON LINE.**

HONGKONG TO CANTON.	CANTON TO HONGKONG.
WEDNESDAY, 19th March, 1913.	8 a.m. "KINSHAN."
8 a.m. "HONAM."	5 p.m. "FATSHAN."
10 p.m. "KINSHAN."	
THURSDAY, 20th March, 1913.	8 a.m. "HONAM."
8 a.m. "FATSHAN."	5 p.m. "KINSHAN."
10 p.m. "HONAM."	

**HONGKONG-MACAO LINE.**

S.S. "HEUNGSHAN."	S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.	
S.S. "SUI AN" at 8 a.m. from Wing Lok Street Wharf.	
S.S. "HEUNGSHAN" at 2 p.m. from Canton Steamers' Wharf.	
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.	
MACAO TO HONGKONG.	
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.	

**EXCURSION TO MACAO.**

SUNDAY, 23rd MARCH, 1913.

The Company's Steamship

**"SUI AN"**Will depart from the WING LOK STREET WHARF at 9 a.m. and return from  
Macao at 5 p.m.  
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m.,  
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.  
This steamer connects with the excursion steamer returning from Macao at 5 p.m.**FARES AS USUAL.**

Further particulars may be obtained at the Office of the Company.

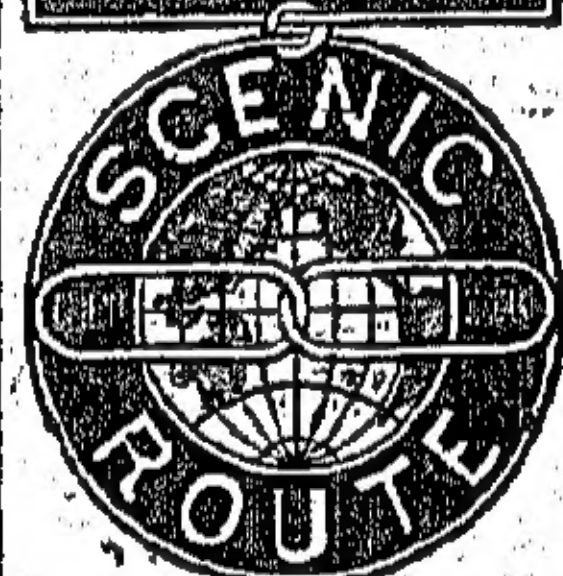
**CANTON-MACAO LINE.**

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE  
INDO-CHINA STEAM NAVIGATION CO., LTD.**CANTON-WUHOW LINE.**S.S. "SAINAM," 583 tons, and S.S. "NANNING," 569 tons  
One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and  
Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.  
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the  
Company's direct steamers "LINTAN" and "SANTU." These vessels have superior  
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.  
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.  
Further particulars may be obtained at the Office of the Company.  
**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,**  
Hotel Mandarin (First Floor), opposite the Blake Pier. [51]**SWEDISH EAST ASIATIC  
CO., LTD.****GOTHENBURG.**

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILING
SHANGHAI, YOKOHAMA, KOBE and MOJI	"JAPAN"	9,000	About 24th Mar.

For Freight and Further Particulars, apply to  
ARTHUR NILSSON & CO.,  
VORL BUILDINGS, TOP FLOOR.**SAN FRANCISCO****SCENIC ROUTE****TRANS-PACIFIC****TOYO-KISEN KAISHA****TRANS-CONTINENTAL****WESTERN PACIFIC  
DENVER AND RIO GRANDE.**

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... 22,000 tons.  
S.S. OHIO MARU ... 22,000 tons.  
S.S. SHINYO MARU ... 22,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and  
HONOLULU. Semi-direct route—Strong Orchestra, Daily tank bathing, cricket,  
baseball, dances and free newspaper containing World's happenings, by wireless.**WESTERN PACIFIC—DENVER AND  
RIO GRANDE.**The T.K.K. lines connect at San Francisco with the railroad trains of the Western  
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver  
WITHOUT CHANGE.  
Through Standard Sleepers.  
Through Tourist's Sleepers.  
Dining Cars—Observation Cars.  
Electric Lights—Electric Fans, Union Depots.  
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the  
Sierra—Feather River Canon—and the Royal Gorge of Colorado.  
Convenient connections at Chicago with trains for New York Transatlantic Steamers  
and other Eastern points.  
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for  
Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

75, MAIN STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

**AUSTRIAN LLOYD.**(Under Mail Contract with the Austrian Government.)  
MONTHLY FAST SERVICE TO TRIESTE (VENICE).  
via SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor,  
Stewardesses, Laundry, Wireless Telegraphy.FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.  
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) via  
STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ and PORT SAID.

S.S. "AUSTRIA," 14,000 tons, will leave as above about 7th April.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon  
Passengers. No Surtax. Doctor, Stewardesses, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS:  
Via Venice, Milan, Simplon, Lugano, Paris, Calais or Boulogne, Class I £8.15, II £6.1.6.BY ST. GOTTHARD EXPRESS:  
Via Venice, Milan, St. Gotthard, Lucerne, Bale, Laon, Calais or Boulogne, Class I £8.15, II £6.1.6.BY SEMMERING EXPRESS:  
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £9.11, II £6.9.9.BY TATLER EXPRESS:  
Via Munich, Cologne, Hook or Flushing, Class I £7.19.8, II £6.1.6.

TO SHANGHAI.

S.S. "KOEBER," 9,900 tons, will leave as above on 29th Mar., at 7 P.M.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE via SHANGHAI, YOKOHAMA.

S.S. "CHINA," 11,800 tons, will leave as above about 31st Mar.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea &amp; Danube, also North &amp; South America.

SANDER, WIELER & Co., Agents,  
Hongkong, 12th March, 1913. [52]**PENINSULAR & ORIENTAL  
STEAM NAVIGATION CO.**PROPOSED SAILINGS OF MAIL STEAMERS  
HOMEWARD PASSENGER SEASON 1913.**MARSEILLES AND LONDON**TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
Steamer	Noon, SATURDAY	Steamer	SATURDAY	FRIDAY
INDIA ... ..	March 29	Through Steamer	April 26	May 2
ASSAYE ... ..	April 12	MONGOLIA ... ..	May 10	May 16
DEVANHA ... ..	April 26	MACEDONIA ... ..	May 24	May 30
CHINA ... ..	May 10	MALWA ... ..	June 7	June 13
DELTA ... ..	May 24	MOOLTAN ... ..	SUNDAY	SATURDAY
ASSAYE ... ..	June 7	MOREA ... ..	June 22	June 28
ARCADIA ... ..	June 21	MARMORA ... ..	July 6	July 12
DEVANHA ... ..	July 5	MEDINA ... ..	Aug. 8	Aug. 9
CHINA ... ..	July 19	MOLDAVIA ... ..	Aug. 17	Aug. 23

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to  
the Express Mail Steamer at PORT SAID.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in  
Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd £48.8 2nd £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

**LONDON**

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave	Due	Due
HONGKONG	MARSEILLES	LONDON	About
About	About	About	About
NAMUR ... ..	March 19	April 20	April 26
NANKIN ... ..	April 2	May 4	May 10
NYANZA ... ..	April 16	May 18	May 24
NORRE ... ..	April 30	June 3	June 9
NILE ... ..	May 14	June 17	June 23
PALAWAN ... ..	May 28	July 2	July 8
BORNEO ... ..	June 11	July 16	July 22
NUBIA ... ..	June 25	July 30	Aug. 5
SUNDA ... ..	July 9	Aug. 13	Aug. 19

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.0 SINGLE, £82.10 RETURN.

2nd £38.10 2nd £57.4

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—

**E. A. HEWITT,**

SUPERINTENDENT.

**NIPPON YUSEN KAISHA**

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
AND DISPLACEMENT			
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MIYASAKI MARU Capt. Soyeda, 16,000	16,000	WED'DAY, 25th Mar., at 11 a.m.
	KITANO MARU Capt. F. E. Cope, 16,000	16,000	WED'DAY, 9th Apr., at Daylight
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	AWA MARU Capt. R. Shimizu, 12,500	12,500	TUESDAY, 25th Mar., at Noon
	SADO MARU Capt. K. Asakawa, 12,500	12,500	TUESDAY, 8th Apr., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine, 7,000	7,000	WED'DAY, 9th Apr., at Noon
	INABA MARU Capt. M. Winckler, 12,500	12,500	WED'DAY, 7th May, at Noon
CALCUTTA via SINGAPORE, PENANG and RANGOON	COLOMBO MARU Capt. Kawashima, 6,000	6,000	SATURDAY, 22nd Mar.
BOMBAY via SINGAPORE, and COLOMBO	KAMAKURA MARU Capt. T. Hori, 12,500	12,500	MONDAY, 31st Mar.
KOBE and YOKOHAMA	HIRANO MARU Capt. H. Fraser, 16,000	16,000	THURSDAY, 27th Mar., at 11 a.m.
SHANGHAI, KOBE and YOKOHAMA	HAKATA MARU Capt. H. Nomura, 12,500	12,500	WED'DAY, 19th Mar.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU Capt. Yagi, 9,600	9,600	WED'DAY, 9th April, at Noon
SHANGHAI, MOJI and KOBE	KAWACHI MARU Capt. Christiansen, 12,500	12,500	WED'DAY, 26th Mar.

Fitted with New System of Wireless Telegraphy.

Cargo only

**1913 PASSENGER SEASON 1913****FOR EUROPE.**

STEAMER	TONS	DISPLACEMENT	LEAVING HONGKONG.
MIYASAKI MARU	16,000	16,000	26th March
KITANO	16,000	16,000	9th April
IYO	12,500	12,500	23rd April
HIRANO	16,000	16,000	7th May
TANGO	13,500	13,500	21st May

**FOR AMERICA.**

STEAMER	TONS	DISPLACEMENT	LEAVING HONGKONG.
AWA MARU	12,500	12,500	25th March
SADO	12,500	12,500	4th April
YOKOHAMA	12,500	12,500	22nd April
INABA	12,500	12,500	6th May
SHIDZUOKA	12,500	12,500	20th May

For Further Information as to Freight, Sailing, &amp;c., apply to—

**T. KUSUMOTO, MANAGER.**

TELEPHONE Nos. 292 and 1241.

[11-12-13.]



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSSEILLES	NAMUR... Capt. A. Collyer	10 A.M. 19th Mar.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	NORE... Capt. D. Asbury	About 23rd Mar.	Freight and Passage.
SHANGHAI	ASSAYE... Capt. G. W. Coolman, R.N.R.	About 27th Mar.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	INDIA... Capt. G. W. Gordon, R.N.R.	Noon. 29th Mar.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 17th March, 1913.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HONGKONG & HAIPHONG	"SINGAN"	On 19th Mar., 10 A.M.
MANILA, CEBU AND ILOILO	"KAIFONG"	On 19th Mar., Noon.
SHANGHAI	"TIENTSIN"	On 19th Mar., 4 P.M.
SHANGHAI	"ANHUI"	On 20th Mar., 4 P.M.
SHANGHAI	"CHENAN"	On 22nd Mar., 4 P.M.
MANILA, CEBU AND ILOILO	"TAMING"	On 25th Mar., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly, S.S. "LINTAN" and S.S. "SANUI".

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft; Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINUIVA" and "LINTAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night. These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD &amp; SWIRE, AGENTS. Telephone 36. Hongkong, 19th March, 1913.

# HAMBURG-AMERIKA LINIE.

## DEUTSCHE DAMPFKRAFTGESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.).

Taking Cargo at Through Rates to all European, North Continental and British Ports, also France, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR HAVRE, BREMEN & HAMBURG:
S.S. SITHONIA ... 24th Mar.	S.S. O. J. D. AHLERS ... 22nd Mar.
S.S. BOYNE ... 2nd Apr.	FOR HAVRE & HAMBURG:
S.S. LIBERIA ... 13th Apr.	S.S. SILESIA ... 26th Mar.
S.S. ALBANY ... 17th Apr.	FOR HAVRE & HAMBURG:
S.S. SEGROVIA ... 3rd May.	S.S. SCHWARZBURG ... 28th Mar.
S.S. BIRKENHEAD ... 19th May.	FOR VANCOUVER, SEATTLE and/or Tacoma and PORTLAND (Or.):
S.S. SAXONIA ... 22nd May.	S.S. SITHONIA ... 23rd Mar.
S.S. FURST BUELOW ... 2nd June.	FOR MARSEILLES & HAMBURG:
S.S. PREUSSEN ... 24th June.	S.S. SILESIA ... 26th Mar.
	FOR HAVRE & HAMBURG:
	S.S. SCANDIA ... 16th Apr.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 18th March, 1913.

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING" ...	Capt. W. C. Passmore	FRIDAY, 21st Mar., at 10 A.M.
"HAIYAN" ...	Capt. J. S. Rosch	TUESDAY, 25th Mar., at 10 A.M.
"HAIYANG" ...	Capt. A. E. Hodgkin	FRIDAY, 28th Mar., at 10 A.M.

## FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN" ...	Capt. J. W. Evans	WEDNESDAY, 19th Mar., at 10 A.M.
		SUNDAY, 23rd Mar., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAFRAIR & Co.,  
General Managers.

Hongkong, 19th March, 1913.

# THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

## MAIL SERVICE TO AUSTRALIA VIA MANILA.

## MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS ...	...	On 1st Apr., 11 A.M.
GASTERN ...	...	On 26th Apr., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

# TOYO KISEN KAISHA.

## IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

# CHIYO MARU SHINYO MARU TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

# "NIPPON MARU"

Speed 18 KNOTS, Displacement 11,000 TONS.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU ...	A. G. Stevens	TUESDAY, 1st April, Noon.
TENYO MARU ...	E. Bent	TUESDAY, 8th April, at Noon.
SHINYO MARU ...	H. S. Smith	TUESDAY, 24th April, at Noon.
CHIYO MARU ...	W. C. T. Palmer	TUESDAY, 27th May, at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on TUESDAY, the 1st April, at Noon.

## SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

## The Steamers—BUYO MARU, HONGKONG MARU AND KIYO MARU

Fly between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	THURSDAY, 3rd Apr., at Noon.
HONGKONG MARU	11,500	WEDNESDAY, 4th June, at Noon.
KIYO MARU	10,500	TUESDAY, 5th Aug., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,  
King's Building (Opposite Blake Pier).

# MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	ERNEST SIMONS ...	On 24th Mar., at 5 P.M.
YOKOHAMA	Capt. Brunot	On 24th Mar., at 5 P.M.
MARSEILLES, VIA PORTS	NEBA ...	On 25th Mar., at 1 P.M.
	Capt. Lassance	On 25th Mar., at 1 P.M.

TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA. Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, AGENT,  
QUEEN'S BUILDING.

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Transacting at TACOMA and SEATTLE with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

## FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamers	Captains	Leaves
"TACOMA MARU" ...	T. Hamada	SATURDAY, 22nd Mar., at 2 P.M.
"PANAMA MARU" ...	J. Kano	WEDNESDAY, 2nd April, at 2 P.M.
"SEATTLE MARU" ...	T. Saito	SATURDAY, 13th April, at 2 P.M.
"MEXICO MARU" ...	N. Kobayashi	WEDNESDAY, 30th April, at 2 P.M.
"CHICAGO MARU" ...	S. Nemoto	SATURDAY, 17th May, at 2 P.M.
"CANADA MARU" ...	K. Hori	WEDNESDAY, 28th May, at 2 P.M.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and YOKOHAMA.

Calling at MOJI, KOBE, YOKOHAMA and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers are carried at Low Rates. Best adapted routes for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

## SOUTH CHINA COAST AND FORMOSA SERVICE.

### FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"KAIFO MARU" ...	Y. Yamamoto	WEDNESDAY, 26th Mar., at Noon.

### FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"DAIGI MARU" ...	Y. Somekawa	SUNDAY, 23rd Mar., at Noon.
"DAIJIN MARU" ...	M. Nagano	...

### FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"BOSHU MARU" ...	K. Tashira	WEDNESDAY, 19th Mar., at 8 A.M.

### FOR CANTON.

Steamer	Captain	Leave
"BOSHU MARU" ...	K. Tashira	...

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,  
MANAGER

Second Floor, No. 1, Queen's Building.

778-7

# THE TAIKOO DOCK YARD & ENGINE- ERING CO. OF HONGKONG, LTD.

## TAIKOO DOCK YARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"  
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons. 50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

## THE LEEDS FORGE CO., LTD.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description. Pioneers in the Design and Manufacture of PRESSED STEEL UNDERFRAMES and BOGIES and ALL-STEEL RAILWAY WAGONS.

## JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P. As supplied to the British Admiralty and War Office. MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION. MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

## BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

Telephone No. 212.

Telegraphic Address:—"TAIKOO DOCK" 1449

# NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN...	"PRINZ E. FRIEDRICH" ...	16,000	Wedday, 19th Mar., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZESS ALICE" ...	20,300	About Thursday, 20th Mar.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" ...	6,100	Saturday, 22nd Mar., at 9 A.M.
KOBE and YOKOHAMA	"COBLENZ" ...	6,750	About Tuesday, 1st April.
KUDAT and SANDAKAN	"BOENHO" ...	5,000	Beginning of April.

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken. For Further Particulars apply to

NORDDEUTSCHER LLOYD,  
MELOHRS & Co.,  
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 8th March 1913.

## PASSENGER SEASON 1913.

# NORDDEUTSCHER LLOYD, BREMEN TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMER	DISPLACEMENT.	ON MARCH 19TH.
"PRINZ EITEL FRIEDRICH" 16,000		ON MARCH 19TH.
Capt. E. MAZDOW		
"YORCK" 17,250		ON APRIL 1ST.
Capt. H. FORNER		
"PRINZESS ALICE" 20,300		ON APRIL 16TH.
Capt. L. FRANCE		
"LUETZOW" 17,300		ON APRIL 29TH.
Capt. J. BORTFELD		

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE. CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS. All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED. For Further Particulars, apply to MELOHRS &amp; Co., GENERAL AGENTS.

Hongkong, 17th December, 1912.

# PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI ...	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu	On 17th Mar., 4 P.M.
ZAFIRO ...	4000	McMurray	Manila, Mangarin, Iloilo and Cebu	...

For Freight or Passage, apply to SHEWAN, TOMES &amp; Co., General Managers. Hongkong, 8th March, 1913. PHILIPPINES S.S. Co.

# BRITISH INDIA S. N. CO., LTD. A P C A R LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

## EASTWARD.

S.S. "DILWARA" 5,378 tons, Capt. W. J. Bishop, will be despatched for SINGAPORE, PENANG and CALCUTTA on 21st Mar., at 4 P.M.

S.S. "JELUNGA" 5,205 tons, Captain D. Macfadyen, will be despatched for SHANGHAI and MOJI on 15th April.

## WESTWARD.

S.S. "TORILLA" 5,205 tons, Capt. C. J. Swanson, will be despatched for SINGAPORE, PENANG and CALCUTTA on 22nd Mar., at 1 P.M.

S.S. "GREGORY APCAR" 4,600 tons, Capt. J. B. Drake, will be despatched as above on 10th April. The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon. For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,  
AGENTS.

Hongkong, 19th March, 1913.

100





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ARE THE BEST!

Leonhardi's CARBON PAPER

(purple).

\$3.50 only per box of 100 sheets.

RETAIL:

WING HING, Stationer, 25, WELLINGTON STREET.

WHOLESALE:

HUGO C. A. FROMM, HONGKONG.

Hongkong, 17th March, 1913.

[44-19]

POST OFFICE NOTICE

The Public is notified that the American Mail per Nite, sailing 31st March, will be due to arrive in San Francisco on 19th April, prior to the mail per Mongolia.

The Nite does not call at MANILA nor HONOLULU.

The Princess Alice, with the German Mail, left Singapore, on Saturday, the 15th instant, at 9 p.m., and may be expected to arrive here to-morrow, at 7 a.m.

FROM	PER	DATE
Qwongchowwan, Haiphong and Pakhoi	Hus	Wednesday, 19th, 8.00 A.M.
Holhow, Haiphong and Pakhoi	Singon	Wednesday, 19th, 8.00 A.M.
Amoy	Glenfalloch	Wednesday, 19th, 8.00 A.M.
Swatow	Haimun	Wednesday, 19th, 8.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT, and EUROPE via NAPLES.		
P. E. Friedrich		
Straits and Ceylon	Namur	Wednesday, 19th, 9.00 A.M.
Batavia, Samarang, Sourabaya and Macassar	Timonoot	Wednesday, 19th, 11.00 A.M.
Philippine Islands	Kinfong	Wednesday, 19th, 11.00 A.M.
Holhow	Machew	Wednesday, 19th, 11.00 A.M.
Shanghai, North China, Japan via Nagasaki	Den of Glanis	Wednesday, 19th, 11.00 A.M.
Kobe and Yokohama	Sui Tai	Wednesday, 19th, 1.15 P.M.
Macao	Hakata Maru	Wednesday, 19th, 2.00 P.M.
Japan via Kobe	Titan	Wednesday, 19th, 2.00 P.M.
Japan via Kuchinotsu, Victoria, Tacoma	Titan	Wednesday, 19th, 2.00 P.M.
Vancouver and Seattle	Titan	Wednesday, 19th, 2.00 P.M.
Shanghai and North China	Tientsin	Wednesday, 19th, 3.00 P.M.
Straits, and India via Bombay		
Macao	Capri	Thursday, 20th, 11.00 A.M.
Japan via Yokohama	Sui Tai	Thursday, 20th, 1.15 P.M.
Shanghai and North China	Tientsin	Thursday, 20th, 3.00 P.M.
SHANGHAI, NORTH CHINA and JAPAN via NAGASAKI	Princess Alice	Thursday, 20th, 5.00 P.M.
(EUROPE via SIBERIA)		
Shanghai and North China	Hangang	Thursday, 20th, 5.00 P.M.
Koror, Yap, Ulai, Saipan, Truk, Ponape, Kusaie, Jaluit, Nauru, Rabaul and Sydney	Germania	Thursday, 20th, 5.00 P.M.
Swatow, Amoy and Foochow	Haiching	Friday, 21st, 9.00 A.M.
Japan via Yokohama	Ditour	Friday, 21st, 9.00 A.M.
Macao	Sui Tai	Friday, 21st, 9.00 A.M.
Philippine Islands, Agaur, Yap, Friedrich, Wilhelmshafen, Rabaul, Herberthohke, Matupi, Australia, Tasmania and New Zealand via Brisbane	Prins Waldemar	Saturday, 22nd, 8.00 A.M.
Straits and India via Calcutta	Torilla	Saturday, 22nd, Noon
Japan via Moji, Victoria and Tacoma	Tacoma Maru	Saturday, 22nd, 1.00 P.M.
Philippine Islands	Yuenan	Saturday, 22nd, 1.00 P.M.
Macao	Sui Tai	Saturday, 22nd, 1.15 P.M.
Shanghai and North China	Chenan	Saturday, 22nd, 5.00 P.M.
(EUROPE via SIBERIA)		
Shanghai, North China and Japan via Kobe and Moji	Fookang	Saturday, 22nd, 5.00 P.M.
Swatow, Weihaiwei and Tientsin	Owongshing	Saturday, 22nd, 5.00 P.M.
Swatow	Haimun	Sunday, 23rd, 9.00 A.M.
Swatow, Amoy and Foochow	Haitan	Tuesday, 25th, 9.00 A.M.
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT, and EUROPE via MARSSEILLE (Late Letters 11 to Noon Extra postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
Nera		
Registration Kowloon B.O. ... 9.30 A.M.		
Letters ... 11.00 A.M.		
Tuesday, 25th, Printed Matter and Samples ... 10.00 A.M.		
Registration ... 10.15 A.M.		
Registration with late fee of 10 cents up to 11.00 A.M.		
Registration Kowloon B.O. ... 9.30 A.M.		
Letters ... 11.00 A.M.		
Mongolia		
Registration Kowloon B.O. ... 9.30 A.M.		
Letters ... 11.00 A.M.		
Taming		
Registration Kowloon B.O. ... 9.30 A.M.		
Letters ... 11.00 A.M.		
Kutsang		
Registration Kowloon B.O. ... 9.30 A.M.		
Letters ... 11.00 A.M.		
Futala		
Registration Kowloon B.O. ... 9.30 A.M.		
Letters ... 11.00 A.M.		
India		
Registration Kowloon B.O. ... 9.30 A.M.		
Letters ... 11.00 A.M.		
Loongang		
Registration Kowloon B.O. ... 9.30 A.M.		
Letters ... 11.00 A.M.		
Shanghai, North China, Japan via NAGASAKI, HONOLULU, UNITED STATES, CANADA and SOUTH AMERICA via SAN FRANCISCO (EUROPE via SIBERIA)		
Registration Kowloon B.O. ... 9.30 A.M.		
Letters ... 11.00 A.M.		
Philippine Islands		
Registration Kowloon B.O. ... 9.30 A.M.		
Letters ... 11.00 A.M.		
Straits and India via Calcutta		
Registration Kowloon B.O. ... 9.30 A.M.		
Letters ... 11.00 A.M.		
Swatow, Amoy and Foochow		
Registration Kowloon B.O. ... 9.30 A.M.		
Letters ... 11.00 A.M.		
Shanghai, North China and Japan via Kobe		
Registration Kowloon B.O. ... 9.30 A.M.		
Letters ... 11.00 A.M.		
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT, and EUROPE via BRINDISI (Late Letters 11.00 to Noon Extra postage 10 cents)		
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
The Parcel ... will be closed on Friday, the 28th instant, at 5 p.m.		
Philippine Islands		

COMMERCIAL.

CLOSING QUOTATIONS

March 18th

On LONDON	
Telegraphic Transfer	111 1/2
Bank Bill, on demand	111 1/2
Bank Bill, at 30 days' sight	111 1/2
Bank Bill, at 4 months' sight	111 1/2
Credit, at 4 months' sight	111 1/2
Documentary Bill 4 months' sight	111 1/2
On PARIS	
Bank Bill, on demand	233 1/2
Credit, at 4 months' sight	233 1/2
On SHANGHAI	
On demand	197
On NEW YORK	
Bank Bill, on demand	457
Credit, at 60 days' sight	47 1/2
On BOMBAY	
Telegraphic Transfer	143 1/2
Bank, on demand	144
On CALCUTTA	
Telegraphic Transfer	143 1/2
Bank, on demand	144
On SHANGHAI	
Bank, at sight	73 1/2
Private, 30 days' sight	74 1/2
On YOKOHAMA	
On demand	94 1/2
On MANILA	
On demand	94 1/2
On BANGALORE	
On demand	94 1/2
On SAVIA	
On demand	110
On PAIPHONG	
On demand	110 1/2
On SARGON	
On demand	30 1/2
On BANGKOK	
Bank's Buying Rate	\$10.30
GOLD LEAF, 100 fine, per oz.	\$54.20
BAR SILVER, per oz.	\$54.20

SUBSIDIARY COINS

	per cent
Chinese	20 cents pieces
Chinese	10
Hongkong	20
Hongkong	10

MAILS VIA SIBERIA

Date	Due
February 27th	March 15th
February 23rd	March 17th

SHARE LIST—QUOTATIONS.

HONGKONG, 18th MARCH, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.	RETURN ON BASIS OF LAST DIV'D.
BANKS—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$805	5 p.c.
China Borneo Company, Limited	60,000	\$12	all	\$94, buyers	10 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$3, sellers	
China President, Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$9, sellers	7 1/2 p.c.
Cotton Mills—					
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 147	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$10	
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$25 1/2	6 p.c.
DOCKS AND WHARVES—					
Hongkong Wharf & G. Co., Ltd.	60,000	\$50	all	\$75 1/2, buyers	6 p.c.
Hongkong Whampoa Dock Co., Ltd.	50,000	\$50	all	\$61, sal. & buy.	5 p.c.
New Amoy Dock Co., Limited	10,000	\$63	all	\$7 1/2	7 p.c.
Shai Dock and Engineering Co., Ltd.	55,000	Tls. 100	all	Tls. 60, buyers	
Shai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	all	Tls. 107	
Green Island Cement Co., Limited	400,000	\$10	all	\$4 1/2	
Hongkong Electric Co., Limited	60,000	\$10	all	\$34, sellers	5 1/2 p.c.
Hongkong Hotel Company, Limited	12,000	\$50	all	\$114, buyers	5 1/2 p.c.
Manila Metropolitan Hotel Limited	15,000	P. 10	all	P. 8	
Hongkong Ice Company, Limited	5,000	\$25	all	\$180	6 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$19, buyers	10 p.c.
Hongkong South China Steam Navigation Co., Ltd.	15,000	\$10	all	\$7 1/2, sellers	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Tramway Co., Ltd.	325,000	\$1	all	\$7 1/2, sales	
INSURANCES—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$285, sal. & sal.	7 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$156, buyers	6 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$357	7 p.c.
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 137, buyers	
Union Insurance Society, Limited	12,400	\$250	\$100	\$335, sales	6 p.c.
Yangtze Insurance Association, Ltd.	12,000	\$100	\$20	\$197 1/2, buyers @ 7 1/2	
LANDS AND BUILDINGS—					
Hongkong Land Investment Agency Co., Ltd.	50,000	\$104	all	\$102 1/2, buyers	7 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	
Humphreys Estate and Finance Co., Ltd.	150,000	\$14	all	\$84, buyers	6 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$54	\$54	\$34 1/2, buyers	8 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 89	
West Point Building Co., Limited	12,500	\$54	all	\$55, buyers	7 1/2 p.c.
Mastchappij tot Exploitatie van Landschap	25,000	Gda. 10	all	Tls. 72	
MANUFACTURES—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	\$2 1/2	
Heewood Tin and Rubber Estate, Ltd.	822,000	\$2	all	\$4 1/2	
Barr Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$3.85, sales	
Tromps Mines, Limited	160,000	\$1	all	\$1 1/2, sales	
Peak Tramways Co., Limited	25,000	\$10	\$1	\$1 1/2	7 p.c.
Philippine Co., Limited	50,000	\$10	\$1	\$1	
Pulper et Papeteries du Tonkin Societe des	75,000	\$10	\$1	\$5	
REFINERIES—					
China Sugar Refining Co., Limited	20,000	\$10	all	\$10 1/2, sellers	5 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$10	all	\$9, sellers	
STEAMSHIP COMPANIES—					
China and Manila Steamship Co., Ltd.	30,000	\$24	all	\$30, sellers	
Douglas Steamship Co., Limited	20,000	\$5	all	\$34, buyers	4 1/2 p.c.
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$1	all	\$27 1/2, buyers	7 1/2 p.c.
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$92, L'den, buy.	
Shell Transport & Trading Co., Ltd.	2,500,000	\$1	all	\$113 1/2, buyers	4 1/2 p.c.
Star Ferry Company, Limited	30,000	\$1	all	\$37 1/2, buyers	
South China Morning Post Limited	6,000	\$24	all	\$22	
Steam Laundry Company, Limited	20,000	\$5	all	\$4	
STONES AND DISPENSARIES—					
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25	
Gande, Price & Co., Ltd.	50,000	\$10	all	\$6	
Powling, Wm., Limited	15,000	\$7	all	\$93, sellers	4 1/2 p.c.
Watkins, Limited	10,000	\$10	all	\$3, buyers	
Watson & Co., A. S. Limited	90,000	\$10	all	\$64, sal. & buy.	
Weissmann, Limited	3,000	\$10	all	\$18, buyers	
United Asbestos Oriental Agency, Ltd.	9,900 ordy.	\$1	\$4	\$94	8 p.c.
Union Waterboat Co., Limited	100,000	\$1	all	\$30	
Union Waterboat Co., Limited	50,000	\$1	all	\$17, buyers	7 1/2 p.c.
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VERNON & SYMTH, Share Brokers					
TO-DAY					
5.30 P.M.—Royal Hongkong Golf Club, Annual General Meeting at the Club House, Happy Valley.					
TO-NIGHT					
9.15 P.M.—Bijou Theatre.					
TO-MORROW					
11 A.M.—Hongkong Club Half-Yearly Drawing of Sixty-Five Debentures in the Club House.					
Noon—The China Fire Insurance Co., Ltd., Meeting of Shareholders.					
PORTFOLIO OF EVENTS.					
Tuesday, 25th Mar.—					
Noon—China Sugar Refining Co., Ltd., Meeting of Shareholders.					
12.15 P.M.—Luzon Sugar Refining Co., Ltd., Meeting of Shareholders.					
3 P.M.—Auction of Crown Land below Kennedy Road by Public Works Dept.					
Wednesday, 26th Mar.—					
5.15 P.M.—Hongkong Club Yearly General Meeting in the Club House.					

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